

Official and Classified ADVERTISEMENTS

Continued from Page 23

VESSELS WANTED

WANTED 32ft. (or thereabouts) cabin cruiser with forward accommodation and rear working space, suitable for carrying passengers on a scheduled service. Diesel engine, draught not exceeding 3ft. 6in., GRP construction, not more than three years old. Details to John Whitelegg, Western Isles Island Council, Telephone: Benbecula 2425 day, Lochmaddy 240 evenings.

WANTED 80ft. plus stern trawler or tug, must be steel, work not objected to as long as hull is sound, cash waiting, will travel anywhere in view. Telephone: Brighton (0273) 591092 anytime.

WANTED trawler, size 80ft., power (no anchor, or MVC copper lamp, 25 Glasgow Street, Barrow in Furness.

WANTED 30/34ft. pollard, wheelhouse aft, 75/100hp, £12,000. Telephone: Brighton 32243.

For the Danish market I am in search of first class top quality and seaworthy glass-fibre reinforced polyester fishing craft 30 to 50ft. in length with 2-3 aft motors and fully equipped.

Please make an offer stating net cash price and time of delivery. Apply Box 8798, Polack's Annoncebureau A/S, Gathersgade 103, DK-1123 Copenhagen K., Denmark.

45/50ft. stern trawler/workboat, preferably steel, in good condition, no gear required, minimum 200hp. Up to £15,000. Photo and details to Box No. 533.

30/40ft. MVF workboat wanted, up to £5,000 for right vessel. Box No. 535.

30/34ft. crabber, Dixon style, flush deck, aft wheelhouse. Telephone: Falmouth 31222.

50/65ft. MVF required as workboat, must be under DTT's and sound, price, photograph if possible and all details, cash waiting for the best boat. Box No. 534.

WANTED 70/90ft. vessel or trawler, would prefer vessel load with lead line but not essential, forward photographs. Hutton, 13 Beverley Road, Drive, Aberford, Leeds, Yorks.

WANTED

WANTED for 53ft. MFV yacht conversion, auto pilot, VHF, radio, telephone, radar, log, 24 volt diesel generator, Holmes, Bywater, Ash Lake Lane, Fishbourne, L.W. Telephone: Wootton Bridge 882880.

LIFERAFTS wanted, we purchase all types of liferaft, date of manufacture, make, and last service place. Liferaft Servicing Co., 14 Chapel Road, Tiptree, Essex. Telephone: Tiptree (0203) 815458.

WANTED small VHF R/T also 6.3 man liferaft. Write Brian C/O Robertson, Sandbanks, Argyll.

WANTED: Crabs claws and winkle, boiled or alive. Livalobers, Box No. 377.

WANTED Hydraulic net hauler, reasonable price. Mr. Stevens, 48 Brough Street, Derby, telephone: Derby 31139.

GOOD buyer of quality pollock, smoked, wet, filleted or whole. Telephone: Grimsby 50551.

TO LET

Sea Salmon Fishings to Let

The Department of Agriculture and Fisheries for Scotland offer to let the sea salmon fishing at Ardsdale — Subarctic.

Further particulars may be obtained from South 20th, Glasgow House West, Edinburgh (Tel: 445-4422 Ext. 2834) or Senior Lands Officer, DAFS, Clarence Street, Thurso (Tel: Thurso 2104).

WANTED 70/90ft. vessel or trawler, would prefer vessel load with lead line but not essential, forward photographs. Hutton, 13 Beverley Road, Drive, Aberford, Leeds, Yorks.

ELTON Southbuilding Co., clinker boatbuilders, 14-30ft. larch on oak, hull only or any stage completion. Castledykes, Kirkcubright. 0587 30177.

KYLES MARINE SERVICE for deliveries of all vessels up to 800 tons. Telephone 0248 58 468.

ENGINES WANTED

WANTED Gardner, Kelvin, other engines, marine or land, immediate cash payments. Tel: 54 High Street, Fraserburgh, tel: 2240.

WANTED GARDNER/KELVIN & ALL BRITISH MAKES OF MARINE DIESEL ENGINES

Required with or without stern gear.

Interested in offers of all other makes and types. Top cash prices paid. Immediate collection and payment.

R. E. Trem & Co. Ltd., Bawtry Road, Fillingley, Near Doncaster, Yorkshire. Tel: Doncaster 770203. Telex: 647238

WANTED Gardner, Kelvin, Blackstones, Caterpillar marine diesels, willing to pay top price. Telephone: Cruden Bay 837 after 3 p.m.

BOAT BUILDERS

ELTON Southbuilding Co., clinker boatbuilders, 14-30ft. larch on oak, hull only or any stage completion. Castledykes, Kirkcubright. 0587 30177.

SERVICES

EAST COAST DIVERS St. Andrews. Telephone: 3731 for all under water work.

REFRIGERATED GROUPAGE TO EUROPE

We can offer weekly refrigerated groupage transport for your fish from all parts of the United Kingdom to all parts of Europe.

David J. McPherson, EUROPEAN TRANSPORT, Abbey Lane, Pity Me, Durham. Telephone: Durham 53111 or 55512. Telex: 537110

INSURANCE

SALVUS, BAIN (MANAGEMENT) LTD. Managers for SUNOERLAND MARINE MUTUAL INSURANCE CO. LTD.

Over 1,700 skipper/owners insure their vessels and/or crews with us. For particulars write:

6 The Esplanade, Sunderland. Tyne & Wear SR2 7GQ. Tel: (0783) 425511 (10 lines)

TRAWLERS and commercial craft insured at competitive rates with leading insurance companies and at Lloyd's, annual or quarterly premiums arranged. Hugh Cochran & Associates, Marine Brokers, 8 Bull Hill, Fowey, Cornwall. Tel: Fowey 3480 (24 hour answering). Take advantage of a quotation without fee or obligation.

Beaufort Lifeboat, BIRKENHEAD. Tel: 051-552 0151/104. Telex: 82428

SITUATIONS VACANT

QUALIFIED captain fish, to command small group of skippers for 12 months and salary and social security. Telephone D. L. Gough 0111 0111. This vacancy is only suitable for permanent, as long as it is required.

Imac Marine Systems Limited

Exclusive distributors of ALL 12 TROUS and other marine equipment require a top class engineer to be based in the high of Ireland to meet a major programme. The successful applicant will need to be highly motivated, able to accept responsibility, and be negotiable and a bit of a troublemaker.

Write giving details of experience and salary to: The Managing Director, Immac Marine Systems Ltd, 87 Soles Street, Dublin 1. All applications will be treated in strictest confidence.

SALES & SERVICE RAINHAM TRADING ESTATE DOVERS CORNER, NEW ROAD, RAINHAM, ESSEX Tel: Rainham 53355

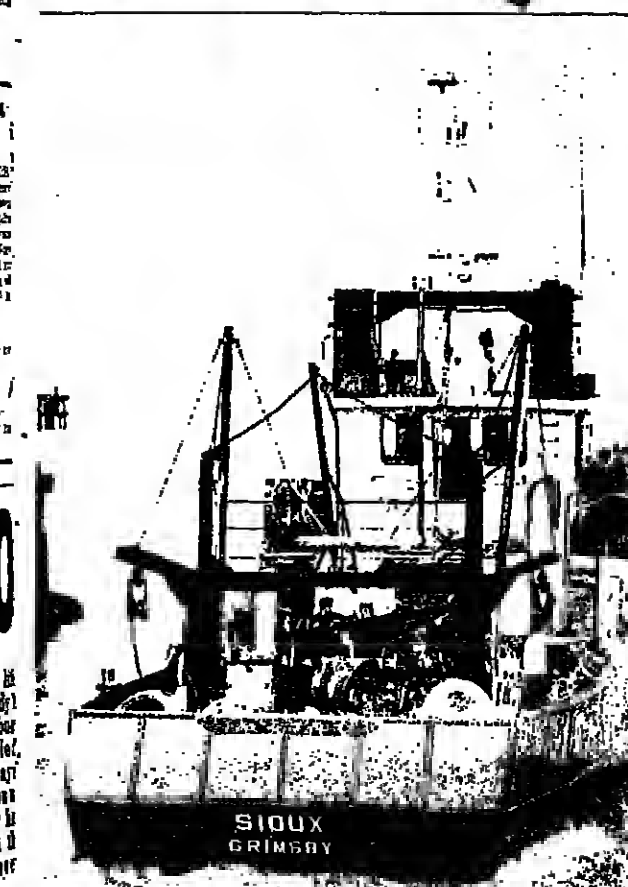
EEC QUOTA OUTRAGE

April 1, 1977

No. 3321

Est. 1913

15p



Sioux at the start of her career, last year.

Sioux sinks — skipper lost

A LOWESTOFT skipper died early on Monday, when the 57-ton Grimsby Humber life boat, City of Bradford VI, on its first ever sea trial, was forced to land snow showers some 82 miles east of the Humber.

The skipper, Norman Howe (42) married with three children had made sure his five-man crew was safe in a survival raft, but in very rough seas he was reported to have missed the life-raft when he jumped from the ship and was swept away.

His life-jacketed body was later recovered after a morning long search by the new steel multi-purpose Sioux trawler, on its first ever sea trial, was forced to land snow showers some 82 miles east of the Humber.

The tragedy began with a May-Day call shortly before 6 a.m. saying that Sioux was flooding, apparently initially in her fish room, and sinking. Nearby vessels raced to assist and the Humber life-boat was launched, but Sioux had already gone down by the time they arrived.

Continued from P 16

Strict herring plan

THE CLYDE herring fishing which opens on April 4 will be subject to strict management controls suggested and operated by fishermen.

With a quota of 5,000 tons (4,000 last year) to play with, a meeting of the Scottish Fishermen's Organisation agreed to a 4-day working week to avoid the quota running out early, as it did last year.

SFO chief executive Jim Lovie, told Fishing News, that this was the first time they had been given a real chance of managing a fishery completely without outside pressure. "And we're going to do it properly" he added.

Boats will have to report 48 hours before they move in on the grounds and catches will be restricted to 3 units for each crew member per night. No boat will be allowed to exceed 70 units a week. This upper

restriction on catches will discourage some of the bigger vessels from moving in.

There will be a further limit of 135 tons a week on total catches. All fishing will stop once this figure is exceeded.

The Clyde herring quota runs until December 23 and the SFO is confident that these new measures will spin out the herring until the end of the year.

Prejudice

The quota system would have applied right up to the beaches and would have prejudiced the case for a 50-mile limit.

Reaction to the proposals from the British fishing industry has been vehement. In many quarters "insolent" was the word being used to describe the move.

Putting some figures on the proposals, the British Fishing Federation revealed that France would be able to double the British cod catch in the southern half of the area with 6,000 tonnes, while even Ireland would be able to take 3,200 tonnes against the British allowance of 2,800 tonnes.

"Throughout the area the French would have nearly 12,000 tonnes of hake, a traditional species for Fleetwood, which is nearly 1,600 tons more than the UK quota. The final insult comes

in the North Sea where it is proposed the French should have 10,200 tonnes of hake compared with Britain's 4,800 tonnes," says the BFF.

Retaliatory action was promised at Fleetwood if the deal goes through. "We have been conged just once too often," said David Rolford, chairman of the Fleetwood Fishermen's Association.

"If these proposals are not stopped dead in their tracks it will be time for action." The association, re-elected Mr. Rainford, had sent a telegram to the Minister saying: "Demand immediate action against French and non-UK vessels on quotas and limits. Immediate action against Dutch vessels now at Fleetwood will be taken at the first sign of a sell-out on this issue."

Mr. Jim Cross, Fleetwood manager for J. Marr and Son Ltd, said: "If we don't resist these proposals all the way then it's time to pick up and emigrate. On the Common Market really think we will weekly allow ourselves to be pushed out of our own waters while having also to accept being lamed from distant water grounds?"

last week a statement was made by Mr. John Peyton, Conservative Minister for Agriculture and Fisheries, who said that the proposed quotas for Atlantic waters had shocked and outraged the British fishermen.

"These proposals have been put forward in an arrogant and bureaucratic fashion, without even a gesture of consultation or consideration. They show no regard for the livelihood of long-established fishing communities. They are without merit," said Mr. Peyton.

Perhaps some heart can be taken from the remarks made to Fishing News by Mr. David Atchison, chief executive of the Scottish Fishermen's Federation, who had been in Brussels during the early part of the talks last week. He described the proposals as "insolent", but said that they had been fought all the way by British Government representatives.

New blue strength from COSALT

Blue Alloy square head trawling shackles

This new range of high strength Bow and 'D' type shackles incorporate screw pin made from heat treated chrome moly alloy steel.

The shackles range from 1" to 11" (12.5mm to 32mm dia.) with pin sizes one size heavier. The inside length of the Bow is available from 51mm to 115mm whilst the inside length of the 'D' is from 43mm to 94mm. Safe working loads vary from 2 tons to 12 tons and the proofload is twice the safe working load. In all cases the minimum breaking strength is six times the safe working load.

Shackle Size (mm)	Pin Size (mm)	Inside Length (mm)	Safe Working Load (tons)	Proof Load (tons)	Breaking Load (tons)
1"	1"	51	2	4	12
1 1/2"	1 1/2"	61	3	6	18
2"	2"	71	4	8	24
2 1/2"	2 1/2"	81	5	10	30
3"	3"	91	6	12	36
3 1/2"	3 1/2"	101	7	14	42
4"	4"	111	8	16	48
4 1/2"	4 1/2"	121	9	18	54
5"	5"	131	10	20	60
5 1/2"	5 1/2"	141	11	22	66
6"	6"	151	12	24	72

For more information, please contact your local branch representative or Head Office Export Dept. Cosalt Limited, Fish Dock Road, Grimsby, South Humberside. Telephone: 0472 58881. Telex: 52388.

FORCE 6 TOW-IN Slip smash costs £10,000

THE 65ft. trawler Gallanach (DO 45), broke down about a mile outside Douglas Harbour, Isle of Man, on Tuesday last week.

Gallanach left port at about 8.45 am steaming for the queenie grounds. Shortly after 9 a.m. a distress flare was sighted from Douglas harbour.

The Conway trawler Alberus, which was weathering in Douglas, put to sea and made fast the tow line in a steep sea, the wind being about Force 6 southerly, and towed Gallanach back to Douglas.

Gallanach, which was previously owned in Fleetwood, has been dogged by engine trouble since arriving at Douglas earlier in the year.

The vessel is owned and skippered by Archie Allison of Annet, but has been fishing the Menz grounds and landing locally.

Skipper Allison previously skippered the queenie trawler Jonie Girl, which sank off the Chikens last autumn.

Irish ban question

THE EFFECT of the Irish proposal for limiting the size and horsepower of boats in a coastal belt should be relatively small on British vessels.

David James (Con, North Dorset) asked the Minister of Agriculture, Fisheries and Food last week what would be the effect on the UK fishing industry if Ireland went ahead with the proposal?

Edward Bishop, Minister of State, replied: "This is a hypothetical question, but relatively few British fishing boats in excess of the specified size limits traditionally operate in the waters to which the Irish proposal would apply."

REPAIRS to the Bridlington fishing boat Hannah Louisa, which swept aground on rocks near the port's slipway last week (Fishing News, March 18), may cost between £8,000 and

£10,000. Skipper Brian Taylor of Bridlington said that although the boat had not been holed when she was pounded on the rocks around the slipway, there had been considerable damage to the bottom plates. The boat will be going into dry dock at swept oshore.

One of the life-lines fired by Hannah Louisa when she ran aground crossed two roads and ended up in an empty third floor flat.

Skipper Taylor and his four-man crew were rescued by breeches buoy after unsuccessful attempts by three lifeboats to prevent the 49-ton trawler from being

the crew wearing life jackets on deck ready to leave by breeches buoy. Skipper Taylor (46), without lifejacket, was aboard for more than an hour after his crew had been taken off. On the 49-ton trawler from being

Seen below, right, is



COMMENT

COMMON FISHERIES FALLACY

THE EEC which has provided a series of disappointments for our fishermen has come up with its biggest affront yet by planning to introduce a quota system which could just about wrap up all hopes for British fishing. One of the major fears of this move is that it would mark the end of claims for a wide exclusive fishing limit.

While the EEC has maintained that it is working towards getting the Common Fisheries Policy settled by June, the quota plan is just one more indication that this day is still a long way off.

For a start, the suggested quotas are heavily loaded against British fishermen in favour of other member states. And even if this was not so, the principle of quotas would still not be acceptable.

Without strict enforcement, the successful operation of quota schemes has to rely on trust. The truth is, that from past experience, we do not consider other Community States and their fishermen trustworthy.

The whole of the British fishing industry is united in its denunciation of this latest plan from Brussels. So far the Government has given every indication that it is prepared to fight on this issue. We hope our negotiators will tell Brussels to forget all the wild ideas about quotas and get down to talking about what really matters — revision of the Common Fisheries Policy.

The way the EEC is now going, we could end up with a Common Fisheries Fallacy.

fishing news

Editor:
Harry Barrett

Assistant Editor:
Ian Strutt

Advertisement Director:
Fred Puroso

Advertisement Manager:
Bill Barber

Managing Director:
W. A. Cathles

Published weekly
Postal subscription rate:
£8 per annum
£8.50 overseas

Circulation:
Ann Dunsford
75-77 Ashgrove Road, Ashley
Down, Bristol BS7 9LW.
Tel: 0272 425711

Registered as a newspaper at
the Post Office.

ABC

110 FLEET STREET, LONDON EC4A 3JL. Tel: 01-353 8861

£3m dock scheme 'too cramped'

SOME OF Lowestoft's fish market workers, who claim to have one of the coldest jobs in Britain, working on the open market, all the year round, this week moved into the warmth and comparative comfort of new processing hells built by the British Transport Docks Board.

But praise for the new buildings, on the southern side of the Waveney dock, and forming part of the Dock Board's £3 million improvement scheme for the dock area, was tempered with criticism about the confined space in which they now have to work.

"It's hopeless trying to get all our supplies into this confined space and still have enough working room left," said Mr Harry Parr, manager of Easto Ltd, a firm which has been on the market for over 50 years.

"We're far too cramped. The office section should have been overhead but the Docks Board never consulted anyone about design and work space. The building just went up and we were told to move in."

Similar comments came from other firms on the market, including Baxter's and L. C. Roberts. "We've got nice new toilets and all that — but no room for our supplies. And we've already had a warning notice telling us not to use the area outside."

But despite their criticism the men were, for the first time, working inside modern hygienic premises — while a north-east gale and driving snow made conditions outside virtually unbearable.

The Dock Board's £3m scheme, moving towards its final stages, has included considerable work on new quays and steel piling, new roadways and service areas, together with display, packing and auction areas.

More processing hells and other buildings are to go up shortly on the western side of the Waveney dock. "We are at the moment negotiating with the merchants and owners," said Docks Board engineer Mr. K. Russell.



The new processing hells in Lowestoft. The first part of the £3m improvement scheme was opened this week accompanied by some fierce criticism.

MATE DIES ON SEINER

MR. SIDNEY PARKIN (55), mate of the Grimsby anchor-seiner *Stremoy*, died at sea on March 24, after apparently having washed overboard in an unnoticed incident as the 21-ton vessel fished the North Sea about 100 miles north of Grimsby.

Skipper Morgan Hanson and a deckhand managed to haul Mr. Parkin back on board but he was already unconscious and lay on his back on the deck. Mr. Parkin was a married man with two children and two stepchildren.

one of Grimsby's most experienced seamen may have been carried overboard when a wave hit *Stremoy*, but this explanation had not been confirmed last Friday when a post mortem examination to assess the cause of death was being carried out.

Stremoy operates through the Tom Sloight (P.S.) Ltd. agency where a spokesman described the loss of Mr. Parkin as "tragic". He was a married man with two children and two stepchildren.

SAFETY CHARGE WARRANT

A TYNESIDE fishing vessel owner Alan Comb of Hoxton, Newcastle-upon-Tyne failed to put in an appearance at North Shields Magistrates Court where he was due to be charged under new legislation relating to crew safety on fishing vessels.

Comb is charged with allowing the 50ft. vessel *Celerity* to be put to sea from North Shields prior to being released by competent authority on several occasions.

Other charges against Comb are permitting the vessel to go to sea without a certificate of safety being in force, impeding a Department of Trade Officer in the course of his duties and assault on the Inspector causing actual bodily harm.

Mr. R. Strange for the Department of Trade said this was one of the first cases of its kind under the new legislation.

The Court issued a warrant with bail in the sum of £200 for Comb to appear before North Shields Magistrates on April 6th.

Oil rig key to week's top landing

A NORTH Sea oil rig helped BUT a big adwinder *Ross Rodney* (Skipper Geoff Carabarg) to top the grossings at Grimsby last week. She made £54,455 for 2235 cwt, including nearly 200 of coley, from a 21-day Norway Coast trip.

The former steamer was on only distant water to land on the Tuesday after a blank Monday which had seen no landings of any sort as the ampers staged a token strike in support of the Preston dockers.

However it took some smart thinking by Skipper Carabarg and a real piece of ingenuity by BUT in using an oil rig rendezvous to collect spares specially helicoptered out as *Ross Rodney* hit mechanical troubles on the home run and looked virtually certain to be at least a day late.

Indeed there was still some doubt after switching the gully components, but *Ross Rodney* made up time well and justified the gamble by arriving in time to land on the best market of the week.

A feature of the six distinct water landings, all from the Norway Coast, was the rationing of cod catches and haddock vessels were able to make a trip by filling up with some reasonable haddock fishing and on the recently abundant coley.

It is pretty well an open secret of Grimsby that owners are limiting skippers to about 500 kits of codstuffs per trip in order to ease out the quotas for 1977 which the EEC has agreed to agree with Norway.

Biggest actual landing of the week came from BUT's *Vicaria* (Skipper Roy Kurz) with a 2,440-kit turnout last Friday, but by then the

Ross Rodney — oil rig rendezvous. markets had fallen and she grossed £52,815 to end up in second place.

Vicaria, after 22 days, had over 1,200 kits of coley plus haddock and haddock.

To complete a hat-trick of the major placings *Ross Rodney* (Skipper Frank Gray), on probably her last Norway Coast trip before going middle water, picked up £43,523 for BUT from 1,874 kits, mainly coley.

BUT repeated this triple in the middle water section where *Ross Rodney* (Skipper Jimmy Brown), *Ross Rodney* (Skipper Wally Stokes) and *Ross Rodney* (Skipper Denis Speck) headed the section after 15-day Faroes Western trips. The top trip by *Ross Rodney* of 1,874 kits included over 100 of haddock and the £27,402 grossing was one of the best over middle water grossings at Grimsby.

MINCH HALL WANTED

SCOTTISH fishermen want an early halt to herring fishing in the Minch.

The Scottish Fishermen's Organisation made an approach to have licences withdrawn but, a spokesman for the Department of Agriculture and Fisheries said that other bodies had to be consulted first.

Lowestoft man to head-up inshore agency

MR. PETER CATCHPOLE, of Ness Point Fisheries Ltd., Lowestoft, has been appointed the new managing director of Tom Sloight (F.S.) Ltd., Grimsby's largest fisher-seller and pair selling agency and one of the Fred Parkes Holdings Ltd. companies. He will assume control from April 12.

Mr. Catchpole was formerly manager of Boston Deep Sea Fisheries watfish fleet at Lowestoft, a post he left to launch out on his own.

He has been largely instrumental in recent years in the fast-expanding Nova Scotia Fisheries, which specialises in trawler and all boat management and also very active in oil rig support work from the Suffolk coast. He will continue as director of Ness Point Fisheries Ltd.

The Tom Sloight (F.S.) Ltd. organisation has also followed the key February appointment of Mr. Albert Frankish, from Boston Deep Sea Fisheries Ltd. of Grimsby, as head salesman by recruiting Mr. Stanley Marehall of Allard, Hawson & Co. Ltd. to fill the position of second salesman. This appointment, effective from April 4, will provide the firm with a spearhead of two of Grimsby's top fish salesmen.

CHART SERVICE

THE Kelvin Hughes Charts and Maritime Supplies depot at Lowestoft has been granted a Class 'A' Admiralty Agency as from April 1.

The depot will now be able to offer a full correcting service both for the sets of charts held by ships and to the full range that it will hold in stock.

Kelvin Hughes also hold Class 'A' agencies in London and Glasgow.

FAROE: 'WE'LL FIGHT'

A STRONG statement of the Government's determination to safeguard British fishing interests off Faroe was made on Monday by Mr. Bruce Millan, Secretary of State for Scotland.

In a written Commons reply he outlined the position so far and said that he was very concerned about the damaging effect of the temporary measures restricting cod and haddock fishing by foreign vessels in Faroe waters on British boats.

"We have therefore insisted that the earliest possible start is to be made to the negotiations between the Community and the Faroese on the arrangements for fishing in those waters for the

reminders of 1977. The Faroese are heavily dependent on access to United Kingdom waters and we are determined to take whatever appropriate action is necessary to safeguard our fishing industry's interests at Faroe."

Meeting

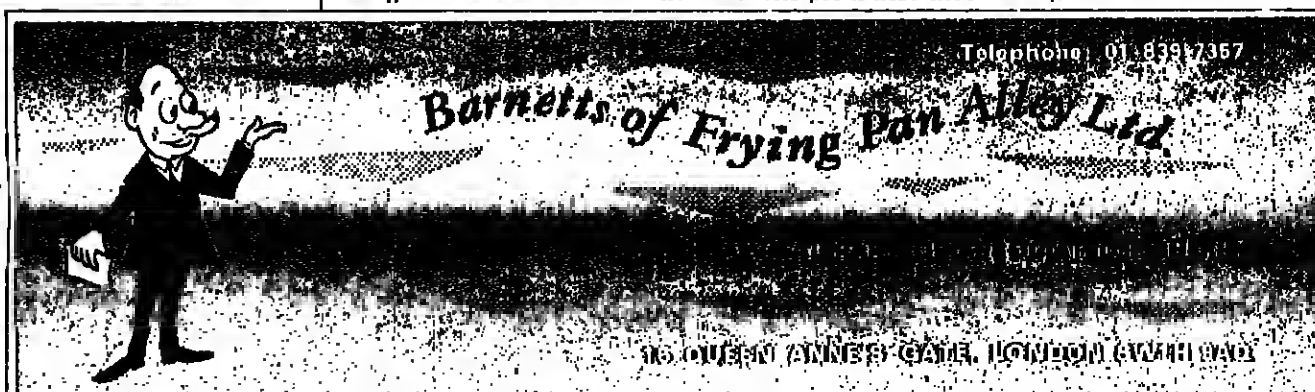
Mr. Hugh Brown, Mr. Millan's junior minister said in another answer that he would soon meet Scottish representatives of the British Fishing Federation to discuss the Faroe situation.

A formal statement from the Scottish Office in Mr. Millan's name quoted him: "The severe limitation on access to the prohibited areas

by our fishing boats is quite unjustified in the light of our good record of conservation in these waters and our strict observance of the agreement with the Faroese authorities. These measures also substantially alter the balance of fishing between the EEC and Faroe."

The statement added that Mr. Millan said that while he accepted the Faroese right to take conservation measures in their waters to protect threatened stocks, there should have been more time for meaningful consultation before the measures were introduced.

The United Kingdom intended to take every possible action in the circumstances to safeguard their interests.



SMOKED SALMON SPECIALISTS. QUICK FROZEN SEA FOOD AND DELICATESSEN MERCHANTS.

APRIL 1977.

WHAT IS A DAUGHTER?

A daughter is a downy-haired miniature gift of nelly nonsense, showering bubbles and burps, left, right and occasionally centre.

A daughter is an indescritably, seductive bundle of stumble-tumble female charm.

A daughter is a tangle-haired, far from tidy junior schoolgirl ... with books and satchel carried by infatuated spotted youth.

A daughter is, suddenly, acrobatic, withdrawn, touchy and prone to Spring-like showers of tears.

A daughter is, even more suddenly, a very aware young woman disguised in High School uniform, with a successfully levelled and a soon to summit.

A daughter is too long, shapely boot-encased legs and a Sixties in-face, divided by the minimum of Carnaby Street gear.

A daughter is hooked on Disque-Bleu and, ignoring heated and repeated protests, puffs madly away while in bed.

A daughter is a winner of reluctant parental permission for a two month working holiday in Europe; staying away nine months and returning with empty rucksack, someone else's moth-eaten blanket, a poisoned toe and a surprising knowledge of conversational French, Spanish, Italian and Kibbutz Hebrew.

A daughter is a flu victim surrounded by Get Well cards and floral offerings from Eddie, Raymond, Jack and Björn ... and hot drinks and aspirins from Mother.

A daughter is a demy-eyed, merry-eyed, false-lashed, calculating doll, going steady with Eddie, Raymond, Jack and Björn.

A daughter is a strident, emphatic, fair-play, fair-share, trendy left-winged but, perversely, a telephone and bathroom monopolist.

A daughter is a whole world of comfort, a hostage to fortune, a self-centred, pig-headed, intensely volatile and argumentative adversary. Once the pupil, she now teaches that the enormous divergence of thought and opinion between the generations and the sexes, is merely a paper shield barrier that collapses when confronted by mutual understanding, tact, tolerance and love.

A daughter is the magical lubricant which may not reduce friction, but which hourly motivates the engine of parental endeavour.

(A daughter is, Nicola Evelyn, 3750 grammes, born 28th February, 1977, in Soina, Sweden to Angela Barnett-Lindberg ... and Björn).

Mr. Barnett of Frying Pan Alley

... and me

Don't cut hull costs to the bone

Building and fitting out a fishing boat is far from cheap, and no fisherman worthy of the name economises on nets, equipment or electronics — they are tools of the trade. All the more surprising then that some owners shopped around for the cheapest hull on the market, ignoring potential maintenance costs, durability and even the safety of life and limb.

Tyler hulls are not cheap. But we firmly believe that they are the best. We employ the best designers, we use the best glass and resin materials and our moulding techniques have been proven on the seven oceans of the world. Small wonder that discriminating fishermen, pilotage authorities and public services turn to Tyler's for rugged reliability.

Fishermen agree that you get out of fishing what you put in, whether it is money, effort or skill. So only the best — not the cheapest — is good enough.

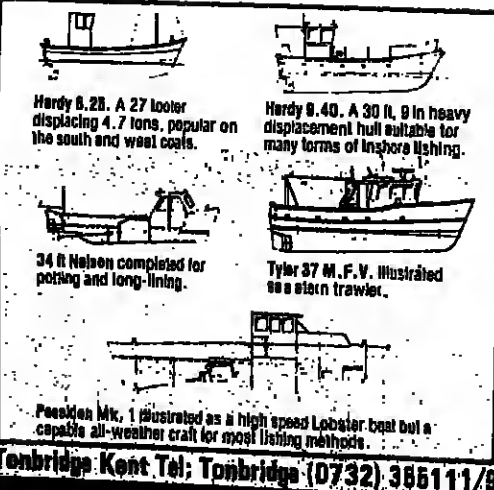
When you come to sell a boat built on a Tyler hull, you can expect to reap an additional benefit — a re-sale value which justifies your foresight.

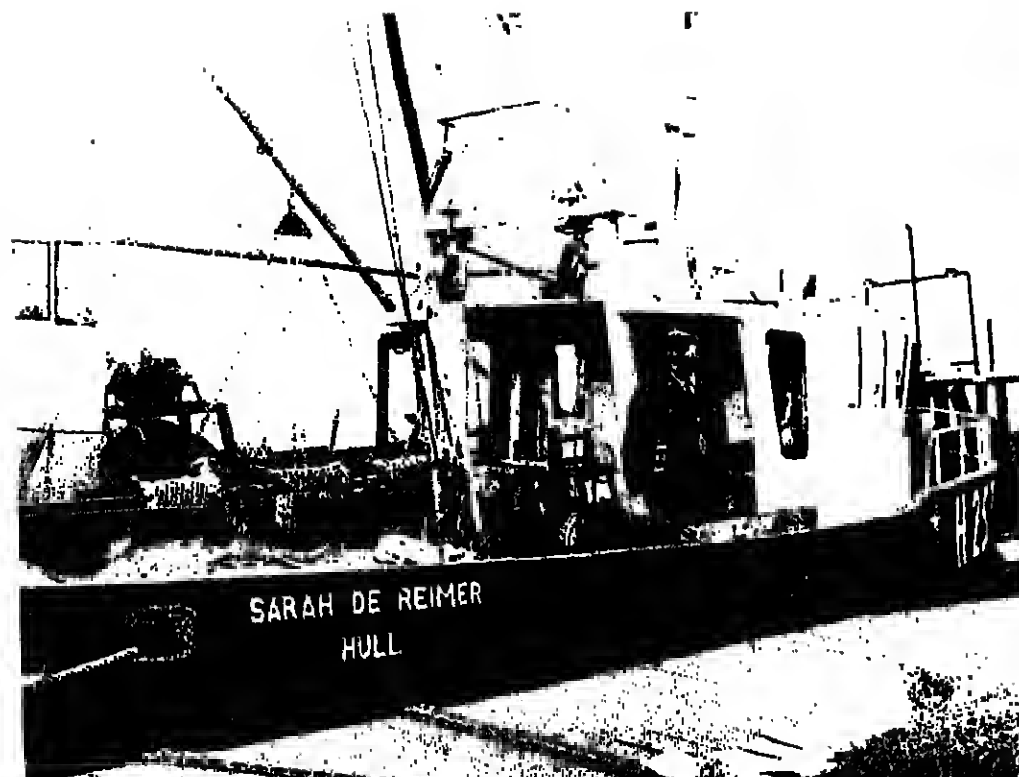
Tyler Boat Company offer hulls and superstructures suitable for fishing and commercial craft from 18 to 75ft.

Tyler

All Tyler fishing vessel mouldings can be supplied to comply with Lloyd's and W.F.A. requirements.

Tyler Boat Company Ltd. 12-21 Sovereign Way, Tonbridge Kent. Tel: Tonbridge (0732) 35511/9





Police guard Sarah de Reimer at Shoreham on which the two bodies were found.

Couple are found dead on trawler

THE BODIES of an Irish couple, visiting Sharnham, Sussex, to buy a trawler, were found dead in the fume-filled cabin of the vessel last Friday morning.

Shoreham police are investigating the deaths which occurred at the Lady Bee marina, Southwick, on board the steel trawler Sarah de Reimer (H267).

The bodies were found by a former owner of the boat who saw the couple, Peter O'Farrell, aged 56, a seaman from Galway, Eire, and Carmel Carter, aged 22, of Broomaleigh Street, West Hampstead, London, also formerly from Galway, slumped in the cabin.

One of the rescuers, Mr. Allen Smith, of Brighton, who keeps his own boat near the trawler mooring told Fishing News "I think the couple were going to sleep on board that night but they were both fully clothed and sitting on a bunk when I saw them."

"The cabin was filled with fumes and there was not a porthole open, the air was so strong it turned my stomach."

Fumes from a two-burner cooker, left on to warm the cabin and found still burning the next day, may have caused the deaths in the airtight atmosphere. The couple were believed to have been taking the vessel from Shoreham to a new owner in Ireland on Friday.

A bid to save the couple by dragging them clear of the cabin was made by rescuers but it was unsuccessful. Mr. Graham Barnes, manager of the Lady Bee, told us:

"A new owner had bought the boat and the man who died was to have been the skipper of the vessel and was to sail it back to Ireland."

"The trawler has been here and fishing from the marina for about nine months. It was a dreadful business. I went to get an ambulance and we dragged the bodies clear but it was too late."

The boat was formerly owned by Mr. Mike Crowhurst, of Hove.

The WHITE FISH AUTHORITY are holding a 3-day course for business management in fish processing and marketing commencing 14th June, 1977

This intensive course to be held at the WFA's Industrial Development Unit, St. Andrew's Dock, Hull, will give an introduction to the corporate nature of planning and control for fish processing and marketing companies.



Areas of importance will be covered by expert contributions from the industry. On this occasion guest speakers will include Mr. G. Riley, Fildes Limited, and Mr. B. A. Perry, Birds Eye Foods Limited.

The greater part of the course will be devoted to a practical approach to the installation of business attitudes and the provision of experience in making executive management decisions under conditions which permit later analysis and discussion. A tool in the development of these techniques is the 'management game' used in other industries and here applied to the fishing industry. The IOU's Management Game developed for use with the WFA's CL 180LA computer is based on the production and marketing of white fish products by fish marketing companies.

REGISTRATION FORM

Please accept the following registration for the three day course 'Business Management in Fish Processing and Marketing'.

Fee £40 + VAT per person, including course notes, coffee and buffet lunch. Cheques should be made payable to the White Fish Authority and sent with this registration form to:

WHITE FISH AUTHORITY, Industrial Development Unit, St. Andrew's Dock, Hull HUS 4GE. Telephone 0482 27837.

Course No. 10: Tuesday 14th to Thursday 16th June 1977 inclusive.

Name _____

Position _____

Company _____

Address _____

BRITAIN MUST GET 2.2m TON CATCH OFF EEC

IF PROPERLY conserved the EEC 'pond' should produce around 5.4 million tons of fish a year. A fair share of this for the British fleet to remain viable would be around 1.2m tons (750,000 demersal and 450,000 pelagic) plus 1m tons of industrial fish.

These were the figures quoted by Mr. Austen Laing, director-general of the British Fishing Federation, in a lecture to the Royal Society of Arts, in London last week.

The rapid decline in distant water fishing by the withdrawal from Iceland will continue unless there is aid from the Government and the EEC. "A quickening rate of change in favour of homework fishing is needed," pointed out Mr. Laing.

While some success has been achieved by going for low value species around our own coasts, like saithe and haddock, Mr. Laing was doubtful if these are long term viable alternatives for many distant water vessels displaced from other areas.

"The maximum exploitation of our fish resources will rest heavily on changing the conservative taste of the British consumer to the pelagic fish which abound round our coasts," he said. Acknowledging this as a big obstacle, Mr. Laing was optimistic that this change in eating habits could be made.

"There were many hopeful signs," said Mr. Laing. Designers of fish processing machinery could come to the rescue and produce boneless fish from underutilised species. He was also encouraged by the way smoked mackerel had become a 'food' without any high marketing drive.

'Galliard' is top freezer

BOYD LINE'S Hull-based Arctic Galliard has just been proclaimed as the 1976 winner of the British Freezer Trawler Challenge Competition after beating every monthly placing list since last May onwards.

She finished up the year nearly 6,000 points ahead of the runner up, British United Trawlers' Norse, which after being the 1975 champion held the leadership throughout the first quarter of 1976 before falling to third place in April and lying second every month subsequently.

Arctic Galliard, by virtue of her success, has regained for the Boyd Line the Dolphin Bowl, which they won previously with Arctic Freebooter in 1974.

In 1976, J. Marr and Son's Junella ran Norse very close for second place, finishing only 252 points behind, with Farnella, another Marr vessel immediately below in the fourth place.

During the year Arctic Galliard, commanded by Terry Thresh with Chris Hamling as relief skipper, had landings in excess of 800 tonnes after each of her five trips. Among these she set up a national record in June of 860 tonnes after a 53-day trip to the White Sea and Barents Sea.

Later in the year she switched to mackerel fishing in home waters with a landing in December of 862 tonnes. Full list next week.

Suspensions cut

THE 66-day suspensions imposed by Grimsby Port Disciplinary Committee on seven fishermen who refused duty on the Boston Phantom in March were reduced last week following a successful appeal to 14 days.

After bad weather and slack fishing on the Westcoast the men had refused to work unless the owners promised a settling based on a grossing of £25,000.

Most food and leisure meal producers, despite the destruction of the fish monopoly of the fish, will also give a boost to consumption. There was confidence that the competitive nature of the fish against meat will continue to improve — provided the management techniques used.

"The unresolved question the European Common Fisheries Policy confuses the whole issue assessing production possibilities for the fish fleet. Until it has been decided which Member States want and where, it cannot be decided what can be done to third countries to define what should be done from them in exchange."

Mr. Laing said that clearly which countries' UK fishing industry will see in our waters. As a fair reciprocal agreement with bobbin trawls for work could be set up with the rougher ground and Norway and Iceland a lighter four panel nets for the should be allowed to clear ground.

Starcrest has taken including the USSR, 2: Antares is to use a bobbin net supplied by Allard Hewson of Grimsby and a Dutch Apeldoorn light trawl.

Skipper Pirie worked the white fish pair trawl for a 10-year agreement with USSR.

"The resentment of the fishermen is understandable increased by the knowledge that other EEC fishermen seeking opportunities in the NE Arctic for which I have no long-term justification and in return for which Norway and Soviet Union will demand reciprocal rights in their waters."

"Together these two areas in 1976 caught 14m. tons of fish in what now EEC but over 10m. tons of fish in British waters." The attention also applied. Enroo pointed out Mr. Laing.

"The fears arising from these negotiations in British fish resources being used to barter for other member state worries were highlighted by the EEC negotiations with Spain and Portugal areas which have no fish for British fishermen. The negotiations are based on reciprocity, said Mr. Laing, not phase-out arrangements."

The steel-hulled 88ft Antares



The wooden-hulled 79ft Starcrest



HERRING SKIPPERS SWITCH TO WHITE FISHING

TWO OF Peterhead's top herring skippers have switched to white fish pair trawling and more fishermen are preparing for a change-over in the next few weeks.

Skipper James Pirie and George Collin with their boats the 88ft steel Antares and the 79ft wooden hulled Starcrest have teamed up. They left Peterhead on their first trip on Monday.

These two boats worked this gear successfully last year.

The North Sea shrimp fishery is also getting underway and the majority of Peterhead boats which have returned from the Yorkshire sprat fishing recently and are now white fish pair fishing together. They too worked the gear last year. It is understood that at least two more teams will start white fish pair trawling shortly when they return from herring fishing in the Minches.

With processors looking for bigger supplies of shrimp this could well develop into a significant fishery.

Two other Peterhead boats the 86ft Morning Dawn and Unity under Skippers David Morgan and James McLean returned from the Yorkshire sprat fishing recently and are now white fish pair fishing together. They too worked the gear last year. It is understood that at least two more teams will start white fish pair trawling shortly when they return from herring fishing in the Minches.

Veteran fleet operator dies

FORMER MANAGING director of the old Butt Group of companies, Mr. Albert Wright, died at Grimsby General Hospital on March 22, aged 83.

Mr. Butt was one of five sons of Mr. "Willie" Alfred Butt who founded, together with his brother Walter, the Great Grimsby & East Coast Steam Fishing Co. Ltd., the Loyal Steam Fishing Co. Ltd. and the Standard Steam Fishing Co. Ltd. around the turn of the century. These companies became the backbone of one of Grimsby's most successful deep-water fleets for over 60 years.

After service in the army, mainly in India, Mr. Albert Butt went into the family business in 1919 and rapidly made his mark. His understanding and grasp of all aspects of the industry, especially during the difficult 1930s, is well remembered and it came as no surprise when he became managing director following the Group reshuffle after the death of his uncle and co-founder, Mr. Walter Butt, in 1936.

It was largely due to the efforts of Mr. Albert Butt, and those of his brother Mr. George Butt, that the Group was able to re-assert itself as one of Grimsby's major trawler owning concerns after fairly heavy 1939-46 war losses. He introduced the military class oil burning steamers, which only went out of service last year under BUT's colours.

Mr. Butt retired from fishing in 1957 when Northern Trawlers Ltd. (Associated Fisheries) — since absorbed into BUT — took over the 14-strong fleet of Butt trawlers for a reported £11 million.

He was a director of many companies associated with the industry including the BTF, Humber Ship Stores, the Supreme Fish Curing Co. Ltd., and several other processing and freezing units.

Mr. Butt is survived by his wife Edna.

SELLING IN SPAIN

FISH selling mission to Spain organised by the White Fish Authority will take place from September 25 to October 1.

The group will be visiting Madrid, Vigo, Barcelona and Bilbao.



Homeward ready to take on ice after switching from spratting to seining

SPRATTING FINISHED AT GRIMSBY

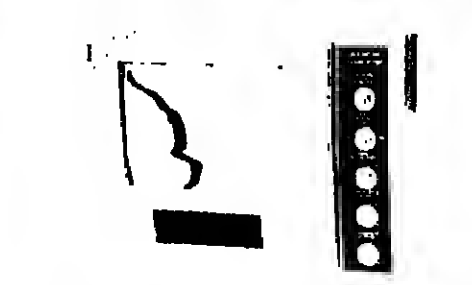
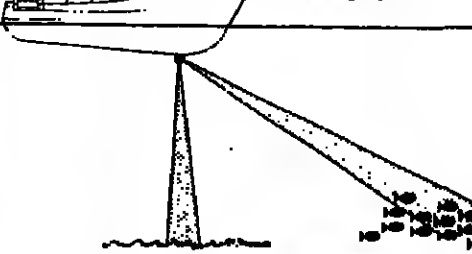
GRIMSBY'S fleet of inshore sprattlers have now been re-converted back to seining or whitefish pair trawling.

Among the last to finish was Skipper-owner Hugo Thimmeson's Samantho and Francois Wintain in Glendo.

This season a total of 23 vessels from Grimsby have been involved in one of the best and longest seasons on record. The only blemish has been the problems of discharging at Grimsby where landings have been somewhat restricted.

WESMAR SCANNING SONAR SOUNDERS

See what the others miss with high and/or low frequency scanning. Sonar with chart recorder or dual frequency echograph.



SEABOURNE ELECTRONICS LTD
UK Importers and Distributors
Tel. (0752) 28114 (28294)

FOR FULL DETAILS WRITE:
SEABOURNE ELECTRONICS LTD
Freeport, Plymouth, PL1 2LD
(No stamp required)

FISHERMEN'S MISSION

SERVING and CARING
For Shipwrecked, Sick, Distressed, Disabled, Retired and Sea Going Fishermen their Wives, Widows and Children

THIS IS OUR BUSINESS
Will you share in this ministry by sending a generous donation to Royal National Mission to Deep Sea Fishermen

43 Nottingham Place,
London W1M 4BX

Chairman: Admiral Sir Charles Madden, Bt., G.C.B., D.L.
Secretary: J. C. Lewis Esq., O.B.E., J.P., F.C.I.S.

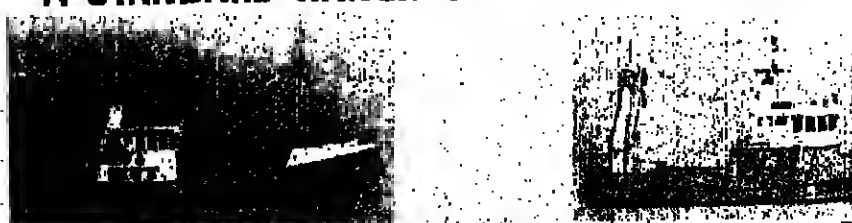


Patron H.M. The Queen
85 years constant service to fishermen and their families

PHOENIX SHIPBUILDERS LIMITED

The shipyard that built the C. S. Forrester, Britain's top earning trawler — also the Hammond Innes.

NOW INTRODUCE
A STANDARD RANGE OF MID-WATER TRAWLERS



For details: Phoenix Shipbuilders Limited, Grovehill Road, Beverley, North Humberside. Tel: Hull (0482) 887111
Telex: 527379 (Ships G)

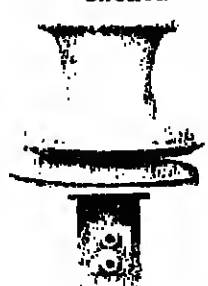
Specify POWERLIFT

for your vessel

Complete range of haulers to suit your requirements with hauling capabilities of: 800lbs, 1400lbs, 2000lbs.



Self-hauling sheave



Combination



POWERHAUL seine/rawl winch 2000lbs pull



Full installation kits can be supplied, 12 months warranty W.F.A. approved

AGENTS REQUIRED IN ALL AREAS

POWER ENGINEERING (Irl.) LTD.
Adelaide Road, Bray, Co. Wicklow, Ireland.
Phone 880482. Telex: 30298.

UK distribution: Colin Manning
20 Hiron Estate, South Stack Rd, Holyhead,
Anglesey, Wales. Telephone: Holyhead 4415.

EGERSUND Tralverksted

N-4370 EBERSUND, NORWAY

**CONTACT US
FOR OFFER REGARDING
EQUIPMENT FOR
INDUSTRIAL AND
BLUE WHITING FISHING**

Telephone: Workshop (044) 91 695 - (044) 91 520
Kare Mong Private: (044) 91 681
Office: (044) 91 219



35ft. x 10ft. 10in. x 3ft. 8in. All steel hull, deck & wheelhouse from £3,500. Or hull only available. Optional wheelhouse position.
SHEET METAL STRUCTURES LTD.
Reynolds Wharf, 178 Abbey Road, Barking, Essex.
Tel. 01 594 1808



WAYDON
Mouldings Ltd.
LOBSTER POTS
Moulded in Polypropylene giving a very tough pot. Detachable base for interlocking during carriage. Available ex-stock!!!
at £4.20 + VAT & Carriage
Frederick Station Road, Frinton-on-Sea, Essex, S.S.11 2JY.
For delivery in 10 days contact: Coastal Holidays Marine, The House, Blandford, Dorset, Tel: 01258 911.

Beam energy counts in finding mackerel

A FEW weeks ago I expressed an opinion that shoals of mackerel are more likely to be detected by a fish finder with a frequency of 100 kHz or over than with an instrument with a frequency of less than 100 kHz.

On March 4 I mentioned that UK distributors of a well-known range of sounders and sonars manufactured overseas did not agree with this opinion. The firm felt that it is not possible to be dogmatic about the matter, and that it is often possible to detect shoals with instruments having a frequency of less than 50 kHz.

It enclosed some excellent photographs of recordings made of shoals with its 36 kHz sounders and 29 kHz sonars, one of which was published on that date.

On March 11 an advertisement appeared on page three of *Fishing News* quoting Donald McAlindon, Skipper of the successful purse seiner *Quo Vadis* which had been fishing for mackerel from Plymouth. He was reported to have stated: "The low frequency sonars are useless for mackerel".

I have since received two letters which throw further light on the matter. The information contained in the following extracts from them could be most valuable should you be faced with the problem of selecting echo sounder or sonar primarily for detecting mackerel.

The first was from Mr. A. Atkinson, director of D.A.M. Trawlers Ltd., Plymouth, who wrote: "If it would be of any help to you or your readers, I would like to make the following observations. 'Firstly, my interest has always been in larger shoals of mackerel at night. We have been single boat midwater

trawling for this species for five years now and I have aboard my vessel a Furuno sounder on 200 kHz, a Wesmar sonar on 160 kHz and a Simrad trawl headline transducer on 38 kHz. I have, incidentally, worked vessels with Simrad 38 kHz sounders installed).

"Without wishing to enter into any argument about make of sounder, it is my opinion that a low frequency sounder is not as good as one of higher frequency for mackerel. My comment on the recording published on March 4 is that it is of a dense shoal of small mackerel.

"If the shoal had been less dense or the fish had been large, a low frequency instrument would not have picked it up. Certainly most users of low frequency sounders and sonars have no trouble in picking up mackerel shoals by day; but they are not so successful at night.

Proviso

"The only proviso I would make in choosing a sounder for locating mackerel is that if you decide to use a high frequency instrument for doing so, you are likely to have difficulty until you have gained some experience with it in determining whether fish are mackerel or pilchards. April from that, I would say choose a high frequency sounder every time."

The second letter I received was from Dr. S. J. Lockwood of the MAF Fisheries Laboratory, Lowestoft, who wrote: "As the mackerel research

programme pursued by this laboratory relies extensively on echo sounding techniques, I may be able to make a useful contribution to your column concerning detection of mackerel by echo sounders and answer in part the question you posed on March 1. "Overwintering shoals of mackerel encountered off Cornwall are composed of fish congregating at very high densities. At these densities a low frequency sounder, eg. 30-50 kHz, is quite adequate and will give a display such as the example you gave.

"It may be of interest to your readers to know that the mackerel acoustic surveys carried out by this laboratory, and described in Fisheries Laboratory leaflet No. 32, are made with the use of equipment fitted with a narrow beam 30 kHz laminated (magnetostrictive) transducer.

"In spring, overwintering shoals disperse to the spawning grounds. During this period the shoals are much less dense and mackerel become difficult to detect. A smaller, faster and more sensitive transducer is important for the concentration of the beam at the target area.

Although details of methods of detection with low frequency sounders, as in the recording made with the EQ 36 kHz sounder, are not as concentrated as those likely to be detected by frequency transducers.

John Burgess



MACKEREL INVADERS LEAVE A BAD TASTE

THE BIG Scottish and North-Eastern fishing boats which spent much of the winter based at Penzance for the mackerel fishery have now pulled out — leaving between them a tragic legacy of three deaths and a wake of drunken behaviour that will be long remembered locally.

Last Friday, the body of the third fisherman to die (see below) through drowning at Penzance since December was recovered from the harbour. Local people — including the police — believe that high-spirited spree in the town's pubs are to blame. Numerous fishermen have had to be helped back to their boats after excessive drinking, and some of the visitors have been described as "paralytic" on occasions.

"Climbing back onto a trawler in the pitch dark when you are full of beer is not the safest of things," said one police officer.

On the night the last of the three to die fell into the sea, one of his shipmates broke a leg falling to the deck from the quayside. Eight or nine men have fallen into the sea, but have been rescued.

While the Penzance dock gates were away for repair, the harbour has dried out at low tide and vessels have often been about 15 ft below the level of the quay.

Gangways and other safety aspects will be given considerable attention by the port authorities before next winter.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

legacy of three deaths and a wake of drunken behaviour that will be long remembered locally.

Last Friday, the body of the third fisherman to die (see below) through drowning at Penzance since December was recovered from the harbour. Local people — including the police — believe that high-spirited spree in the town's pubs are to blame. Numerous fishermen have had to be helped back to their boats after excessive drinking, and some of the visitors have been described as "paralytic" on occasions.

"Climbing back onto a trawler in the pitch dark when you are full of beer is not the safest of things," said one police officer.

On the night the last of the three to die fell into the sea, one of his shipmates broke a leg falling to the deck from the quayside. Eight or nine men have fallen into the sea, but have been rescued.

While the Penzance dock gates were away for repair, the harbour has dried out at low tide and vessels have often been about 15 ft below the level of the quay.

Gangways and other safety aspects will be given considerable attention by the port authorities before next winter.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

In order to control shellfish beds, the committee is to consider closing the Exe, Salcombe and Tamar estuaries, and to do this, they soon apply to the appropriate authorities for the necessary Orders.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

Risk in cutting coastguards

REPORTS that Whithy may face cuts in its Coastguard Service have upset the local fishing industry.

The fears are that Whithy's branch could be demoted or even closed, with the Tees taking over as fully-manned constant watch station which Whithy is at present.

At a meeting of Whithy Keel Boat Society, Skipper Jim Leadley, chairman, said the society would support any organisation in resisting cuts. He said Whithy is in a far better position both for radio reception and visibility than Teesside. "Whithy is the ideal situation for the Coastguard station."

The society has sent a letter to Coastguard headquarters in London saying hundreds of full time and part-time fishermen are concerned.

Whithy's Association has also written expressing its concern saying: "Two hundred fishermen at Whithy are dependent on the Coastguard service for their safety 12 months a year, day and night. With a 100 boats working out of Whithy, the risk of loss will be greatly increased if there is no Coastguard station. It is situated on the best site on the coast for observing all types of seagoing craft between the Tees and Scarborough."

The association wants to know why fishermen have not been approached on the matter, saying any economy cuts in the Coastguard Service can only be done at the risk of life.

Lost crewman — body found

A 25-YEAR-OLD Hull fisherman, who was married only six months ago, went missing from the trawler *Cherry Burton* at Penzance on Monday last week.

A police diving team searched the harbour on the Tuesday, but a body was found by a four-man sub-aqua club team on Thursday last week some way from where the 75-footer was moored.

The West Cornwall coroner heard identification evidence on Tuesday. Patrick Crane from the man's brother-in-law, Graham Wilson of Hull, said Friday. The inquest was then adjourned until a later date.

Cherry Burton came to Penzance at the end of January with a fleet of Newington-owned trawlers from North Shields to join in the mackerel season. She returned home last week.

Mr. Crane was last seen about 1am on Monday morning last week when he said he was going to return to the trawler in the inner basin.

There had been two fishing tragedies at Penzance earlier this winter. In December

Robert Allen, coxswain of the lifeboat, will receive the RNLI's silver medal for great courage and seamanship in overwhelming conditions.

Richard Robinson, helmsman of the inshore lifeboat which plucked the men from a rock and transferred them to the lifeboat, will receive the bronze medal for bravery and skill.

At one point two giant waves swept over the lifeboat knocking one man unconscious and dislocating another's shoulder. For their courage, Peter Thomson, Dennis Bedford, Raymond Dent and Terence Hensall of the lifeboat, and David Wharton and Anthony Easton of the inshore lifeboat, have been awarded an inscription from the RNLI.

Reserve crew members Michael Coates and Brian Hodgson will receive medal service certificates.

Keith Bower, second coxswain of the Torbay, Devon, lifeboat, has become the first man since 1888 to receive the RNLI's gold medal for gallantry, sometimes known as the lifeboatmen's VC. This is for his part in the rescue of 10 people from a disabled freighter in December, last year.

The committee would then have the right to issue licences allowing fishermen access to certain areas only.

Simrad MC Scale Expander

...unmatched information for all types of fishing

The SIMRAD MC combined scale expander and storage unit increases the resolution of the echo recording by storing the echoes from a selected layer and expanding them on the echogram.

Together, the SIMRAD EQ (or EK-S) echo sounder and the SIMRAD MC scale expander provide unmatched, overall coverage and fuller information for all types of fishing.

Expanded area can be bottom locked, surface locked or in pelagic mode, normally occupying one-fifth of paper with possible increase to half or whole of width when positioned at top of paper.

Choice of five range widths - 1.7 to 24 fathoms.

Choice of three recording positions - from top or bottom of paper, or following bottom contour.

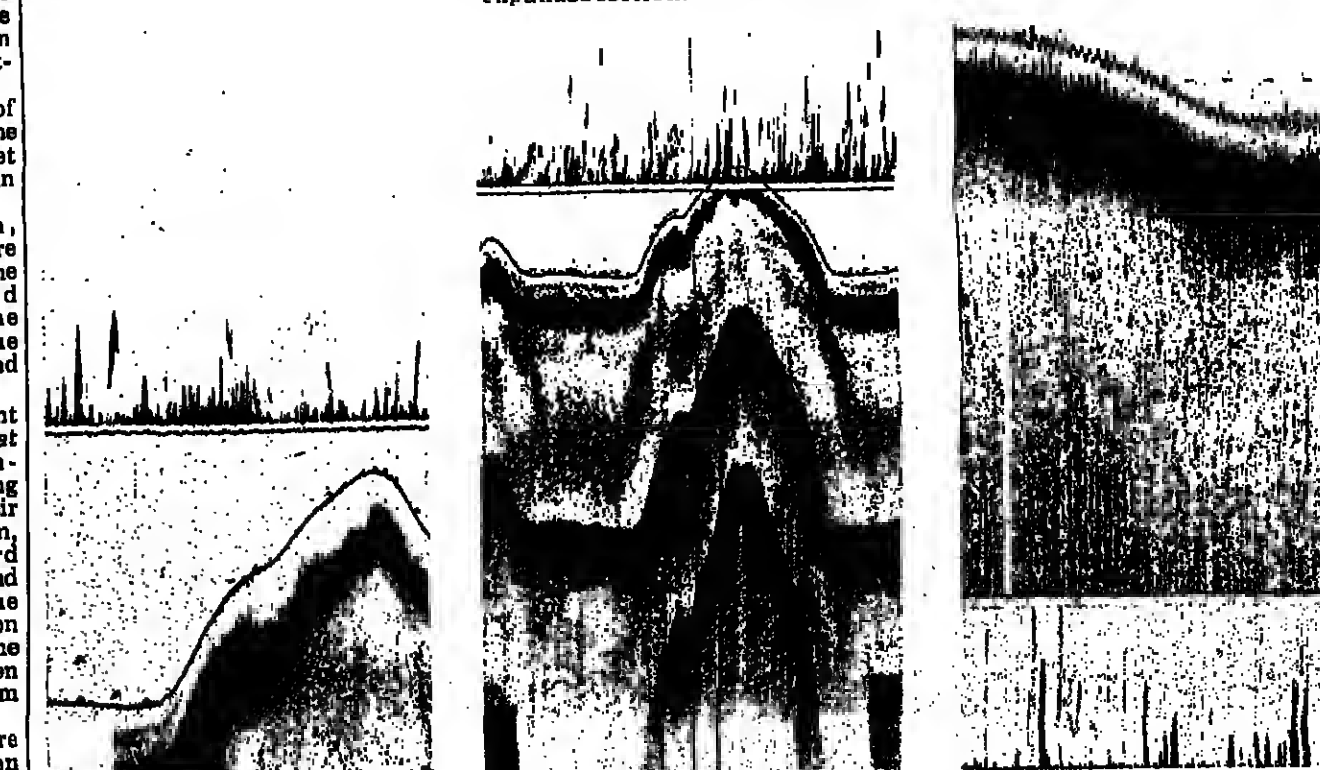
Steady picture on CF scope.

Constant recording width independent of range.

Recording bottom locked in 50 fathom range. Range of expansion: 1.7 fathom. Displayed from top of paper and over half paper width.

Recording is bottom locked in the 100 fathom range 3.3 fathoms expanded range. Straight line display over one-fifth of paper width. Note outline of bottom contour is visible through expanded section.

Recording is bottom locked in 30-80 fathom range. Range of expansion 1.7 fathoms. Straight line display over one-fifth of paper width.



SIMRAD DECCA

Decca Radar Ltd are agents for Simrad in UK and Eire.

Decca Radar Limited
Albert Embankment
London SE1 Tel: 01-755 8111

Fouled-up

"I HAVE an old Morris Vedette engine which has served me well for many years. But the cylinder block and cooling water passages have now become obstructed by salt water scale.

"I have tried to get a de-caling fluid but have not been able to do so and have consequently been thinking of using sulphuric acid.

"Do you think it would do the job? If not, can you tell me where I can get an effective de-caling fluid?"

"I don't think it would be a good idea to use sulphuric acid as it would be likely to damage gaskets and perhaps the metal surfaces of water passages as well.

"To prevent formation of scale the manufacturers of your engine recommend that passages should be flushed with fresh water at least every

300 hours. The firm says that to obtain access to them it is necessary to remove the cylinder head and to remove the lower flange with its attached drain cock.

A suitable receptacle should then be placed underneath the opening end water passages thoroughly cleaned out with a hosepipe, water under pressure being used if possible.

When the engine is being re-assembled, care should be taken to dry out any water which has splashed into the cylinder bore.

Only if such procedure fails to remove scale and impurities from the passages in your engine will you have to have recourse to a de-caling fluid.

In that case it would be best to use one recommended by the engine manufacturers.

DEUTZ in Scotland means DUNCAN ROGERS

Dependable DEUTZ Diesel Engines from one to sixteen cylinders

3hp - 500hp air cooled

150 hp - 10,000hp water cooling

for Sales, Spares, Service

Duncan Rogers (Engineers)

4 GRYFFE AVENUE
BLYTHWOOD ESTATE
RENFREW, PA4 0EG
Telephone: 041-674 754

HUNDESTED MOTOR & PROPELLERFABRIK LTD

3380 HUNDESTED, DENMARK
Phone 03-337117. Telex 40248 hmf dk



U.K. Spares and Service Agent:
ANGLO DANSK, Robinsons Lane,
Fish Docks, Grimsby.
Tel 047251457/8 Telex 527323

SHEET GILL/ TRAMMEL INNER NETS

92 metres — 100 yards stretched.
No. 2 "Z" St. Peter Nylon Twine.
Selvaged, WHITE.
50 cut meshes x 2 1/2" (32mm) mesh £12
50 cut meshes x 3" (38mm) mesh £11

V.A.T. and Carriage extra at £1.70 per net.
Cash with order.

Immediate despatch ex our warehouse until limited
stocks are exhausted.

BRIDPORT-GUNDRY LIMITED
MARINE DIVISION,
BRIDPORT, DORSET

Tel: Bridport 56666 Telex 41132

BRIDPORT GUNDRY LTD.

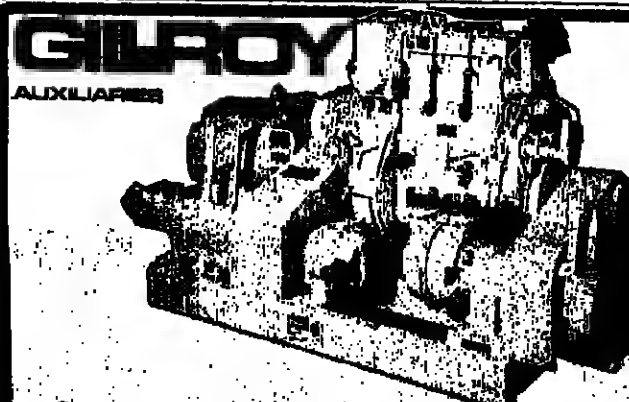
BOAT BUILDING TIMBERS

- Butts of Oak, Larch, Iroko and Oak Crooks all sawn through and through to any thickness.
- Kiln dried and machined Yang Decking and Margins.
- Complete sets Oak frames bevel sawn to your pattern.
- Oak spruce poles for derricks, etc.
- Delivery to all parts Scotland, England and Ireland.

W. S. BARCHARD & SON LTD.

WEST DOCK STREET, HULL

Tel: Hull 0482-25566 (5 lines) Telex: 52828



Comprehensive range of auxiliaries designed
and built to suit individual requirements.

For further details write to:

William Engineering Services (Aberdeen) Ltd,
Craigshaw Road West Tullos Aberdeen

MARCH was one of those awkward months for Grimsby's inshore fishermen. The end of the winter lining in the Humber for sparge left a gap before the dogfish began. So, most skippers faced the problem of marking time in dock or trying something else like a spell inshore trawling.

Usually the weather takes a grip on things and the Mersey winds make for an easy decision, allowing the crews to square up the gear and make their vessels shipshape — even if it is only a coat of paint for the summer months ahead.

This year, however, it has

INSHORE at Grimsby

A MONTHLY FEATURE

not been so simple as, apart from a few short sharp gales, the weather has been good.

On top of this vessels like Sydney Carlin's St. Vincent, which has been inshore trawling throughout the winter, are still going strong and earning good money through the George B. Bee Ltd. agency. Luckily, Grimsby's dwindling shellfish contingent do not face this dilemma. Lead Us (Skipper Jackie Mountain), probably the most successful local cod liner last winter, has started up crabbing and Bill Anderson's Shepherd Lad and

Shepherd Lass are both working the Mablethorpe whelk beds full-time.

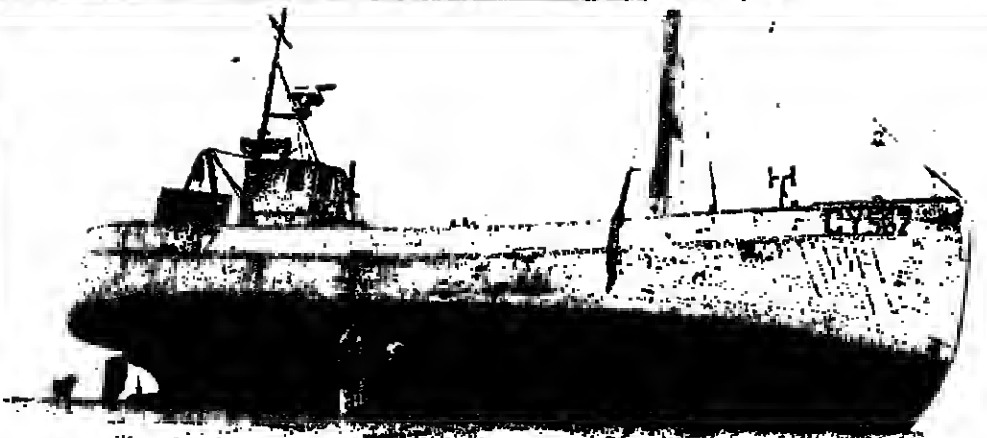
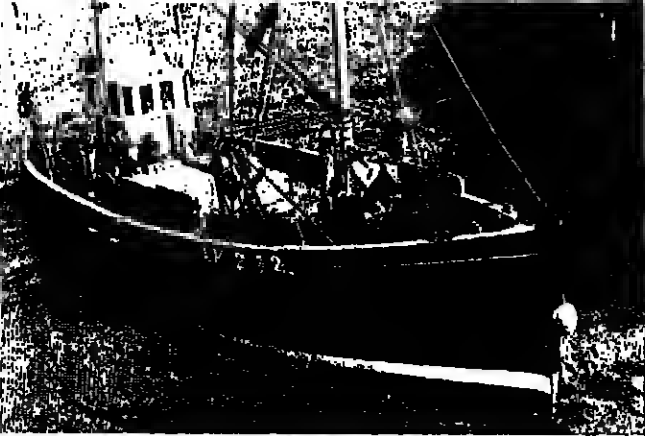
Shepherd Lad (Skipper Lal Washington) has had shanks of whelk puts down for some time using whelks as bait whilst spragging, but now the whelks are starting to crawl and fatten up. Both will be working hard on a daily basis, weather permitting, to supply Mr. Anderson's Cleethorpes fishing house which has a reputation second to none.

It is particularly good to see Shepherd Lass back in action, having been laid up over the winter.

Left: St. Vincent — still doing well after a winter inshore trawling.

Below: Obelisk aground between tide just outside the fish dock for fitting transducers. This saved Skipper Alec Mussell a large slipping fee.

Bottom: Skipper Frank Furness (centre) of Shepherd Lass with Chris Jorgensen (left) and Johnny James, plus the dogfish off which they will be using as bait for the whelk pots.



THE ML 24 MOULDED BY MILTON LAMINATES LTD

The ML 24 is a one piece moulding from a Lloyds and WFA approved workshop.



Suitable for all heavy duty operations where good keeping ability is essential.
DIMENSIONS
LOA 24' 0"
LWL 23' 0"
Beam 8' 4"
Draft 3' 8"
Displ 4.5 Tons on LWL
PRICE: Hull only with structural bulkhead from £1,450.00

Write to:
MILTON LAMINATES LTD
Stem Lane Industrial Estate,
New Milton, Hants BH26 5NT UK
Telephone: 510328

ECHO SOUNDERS — FISH FINDING

Booklet of questions and answers by John Burgess and list of suppliers. £1.50 posted from: M. E. Publications, 6 Quay Street, Woodbridge, Suffolk IP12 1BX



Shepherd Lass — back into action on whelks after a winter laid up at Grimsby.

Arcona Lad and Scarthoe are now operating completely through Chapman.

Also on the cards is another deal involving the possible purchase of at least one more Danish vessel and, clearly, chairman Frank Chapman must be very pleased with the way things are going.

He has certainly assembled a very able team of administrators with a refreshing blend of youthful zest and experience.

General manager, Erik Nielsen, and outside manager Kurt Christensen, know the business inside out and both have very useful Danish connections. Head salesman David Bannister comes from a family steeped in fishing tradition.

Also, the firm can now draw on the vast knowledge of Captain Witold Czekaj, one of Grimsby's long-serving snapper operators, with the transfer of the Arcona hoists.

Already on to the docks is Skipper David Reddison. The lower liner, spragging for Grimsby over the winter, now returned and was fitted with WFA's permanent line-built equipment for snapper and, according to Grimsby agents Sam Cleman & Sons Ltd, the gear proving very satisfactory.

The long-established Chapman agency is continuing to go places these days, only has it fairly well established itself as the foremost agency for boat visiting inshore boats. It is building up a stable of anchor-seiners.

At the beginning of the former Esbjerg's Quest (HY 340) was sold to the Christensen Fishing Ltd, making a total of vessels. But the agency now improved on this following the transfer shares in the Arcona Fish Co. Ltd. of Grimsby and subsidiaries, the former Arcona Champion, Arcona &

During a House of Commons Committee debate on the EEC ban, Mr Beith supported the Seahouses fishermen saying that the Longstone fishing ground was one of the best stocked with herring in the North Sea and that local fishermen should benefit on any relaxation of the ban.

Mr Beith pointed out that

Ashore, shipwrights Ernest Leggett did a quality job on the Scarborough inshore boat Evelyn (LH 23), putting in new keel plates and enlarging the cabin. It has also been busy fixing up Good Intent (FR 47) with a new stem, plus a sonar installation for the Mainprize family.

Nearer home, Hugo Thimmesen has decided to re-engine 720 with a 359 bhp Caterpillar model D34316TA, with a 4.5:1 reduction gearbox. Two will also be fitted with an eight-ton low pressure hydraulic Norwiltch winch.

This month's DIY prize again goes to Alec Mussell who put Obelisk ashore just outside the dock to fit a pair of transducers and saved a hefty slipping fee!

TOM WOOD

MIDDLE WATER RECORD FALLS

... twice in two weeks

FLEETWOOD'S middle-water grossing record has been broken for the second time in less than a week. Boston Stirling's £28,000 grossing the week before last was followed last week by a £29,032 catch landed by the stern trawler Boston Beinhelm, commanded by Skipper Bob Rawcliffe.

The vessel was switched to middle-water on her latest voyage because of small catches and bad weather on the East Greenland grounds. The move proved a big success when the vessel landed

1,143 kits, including more than 300 of cod, 470 of haddock, 50 of coley and 60 of sole, which sold for £29,032. The stern trawler ivana, commanded by Skipper Tom Watson, landed from East Greenland on the same day and her catch fully reflected the difficulties vessels are facing on the East Greenland grounds. She was away for 35 days but had only 742 kits including around 400 of cod and 120 of reds to show for it. The catch sold for £19,455 — representing a loss of several thousands of pounds on the voyage.

SPECIAL CASE HERRING PLEA

ALAN BEITH, MP for Berwick Upon Tweed, has asked that Seahouses, Northumberland, fishermen be given priority should there be any relaxation in the one year ban on herring fishing in the North Sea.

In reply, Hugh Brown, Under-Secretary of State at the Scottish Office, said that he was not prepared to consider any easing of the ban, although the situation would be reviewed again later in the year when Mr Beith promised, once more, to put the local fishermen's point of view.

he had already had discussions with regional fishery organisations who he said felt there was a need for the ban, but also felt that the Longstone fishery could be considered as having special dispensation. But the Northumberland fishermen hold out little hope that Mr Beith's request will be effective.

In reply, Hugh Brown, Under-Secretary of State at the Scottish Office, said that he was not prepared to consider any easing of the ban, although the situation would be reviewed again later in the year when Mr Beith promised, once more, to put the local fishermen's point of view.



Skipper Bob Rawcliffe.

It was a slightly better story for the stern pair fishers Armana and Navena who returned after a voyage to the middle-water grounds. Navena, commanded by Skipper Bill Taylor, landed 699 kits, including 250 of cod and 300 of haddock, for a grossing of £13,453 while Armana, with Skipper Victor Buschini in command made £13,976 from 470 kits.

On the same day the soiner Charmor returned one of the top averages for the week. The vessel, which is commanded by Skipper Otto Jensen, worked the Irish Sea grounds before returning to port with 107 kits, including 80 kits of excellent quality cod, which sold for £3,308. Boston Sea Hawk, commanded by Skipper John Brockway, also hit the cod. She had more than 150 kits of the variety in her total of 180 which sold for £5,700.

There was the rare sight of a Dutch herring landing her entire catch for sale on the local market. Willem Adriaans landed 97 kits, including 50 of cod and 20 of sole, which sold for £6,344.



Rear Admiral P.R. Marrack (left) pours a commemorative medallion in the new Bamford foundry.

fishing vessel protection

Stem to stern, keel to truck, engine room — accommodation — John Henry Clark paint systems give complete protection. Our anti-fouling mean smooth hulls ensuring fast speeds to catch the market — whilst our D.T.I.-approved flame retardant paints add a bright face to living quarters and ensure extra safety for crews. To achieve good looks and complete protection for your vessel — a copy of our leaflet is a good start.

John Henry Clark Ltd.
8 & 9 Southchurch Buildings London EC3M 5BU
Tel 01-481 2741 Telex 58523
17 Wickhouse West End, Albert Dock, Hull, Yorks. Tel 294335
J. Van Meerbeke Ltd.
124 Albert Quay
Roubaix, Nord 59100

Expansion for propeller firm

LAST month saw another milestone in the development of F. Bamford & Co. Ltd., a Stockport-based manufacturer of marine propellers and sterngeers.

Rear Admiral P. R. Marrack, director of ship production at MoD (N) Bath, performed the official opening ceremony of a new administrative and technical block, where he unveiled a bronze plaque. He also opened the new foundry where he poured a commemorative medallion which was later presented to him.

In his address he referred to the development of F. Bamford & Co. Ltd. since 1903 to its present position in the international league of propeller manufacturers.

After a luncheon the guests, who represented customers, ship owners, consultants and classification societies, were taken on a tour of the factory.

Over a thousand
fishermen
can't be wrong
to choose the

ANSAX PROPULSION NOZZLE



THE ANGLO SAXON MARINE
CONSTRUCTION CO. LTD.

4 Creechur Lane
London EC3A 5AY
England
Telephone 01 283 0188
Telex 8811714 Woodship
After Hours 01-594 6708

CONSULT THE EXPERTS

Mercraft

ECON-O-POWER
MARINE DIESELS



Well Engineered

Model range 55hp up to 250hp
Vertical and inclined Engines
14 models

MERCRAFT MANUFACTURING CO. LTD.
Church Street, Littlehampton, W Sussex, BN15 2JF
Telephone: Steple Marden (0763) 652217/8



Treeve DS 25
Delivered by
Treeve Shipyard
F.R.I.N.

Complete hull, with frames to W.F.A. from £1,450

Finished vessels with Lister engine, from £7,985

REEVE MARINE LTD
HAYLE, CORNWALL
TEL 0736 752214

